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le for Soviet Transit  
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\*Documentary

The timetable, which went into effect on 18 May 1952, was issued in three languages by the Polish railroad administration for use by the German locomotive brigades operating trains for the Russians through Poland.

1. Number of trains operating daily:

From Scheune/Stettin: two freight trains bound for Skandawa-Bartoszyce.

From Kuestrin: seven freight trains bound for Skandawa-Bartoszyce.

From Frankfurt/Oder: one express train (Blue Express) bound for Brest Litovsk;

2 leave trains bound for Brest Litovsk:

15 freight trains, including 1 bound for Kutno (with bulk goods exceeding standard clearance limits), 7 bound for Czeremcha, and 7 bound for Brest Litovsk (of which, one with bulk goods exceeding standard clearance limits).

From Luben: nine freight trains, including 3 bound for Dorohusk, 3 bound for Hrebene, and 3 bound for Przemysl.<sup>1</sup>

2. Routes used for Soviet transit traffic.

There was no change in the routes available for Soviet transit traffic through Poland. The second track on the Allenstein (Olsztyn) - Gorowo railroad line was completed.<sup>2</sup>

1. [ ] Comment. Reports of Soviet transit traffic through Poland during the last four years revealed that the number of trains [ ] represent the maximum traffic agreed upon. This was reached only on the main Frankfurt/Oder-Prest Litovsk supply route.

CLASSIFICATION

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25X1 2.  Comment: A comparison with the previous timetable shows that, apart from immaterial changes of a technical nature, eastbound traffic has been increased by an additional freight train operating via Frankfurt/Oder to Kutno, while westbound traffic was curtailed by the suspension of three freight trains operating between Przemysl and Guben.

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